

## DEATH VISITED LINER PERSIA

Eight hours after sailing from San Francisco for Honolulu and the coast of Asia, death visited the Pacific Mail liner Persia, calling a Japanese woman, a second class passenger.

Mrs. Hirai, a victim of acute tuberculosis, died and the remains were embalmed, to be taken on to Japan. The woman is accompanied by her husband.

There was a bunch of new and smiling faces to greet the local contingent of Federal quarantine, customs and immigration officers, as well as steamship and newspaper representatives, who paid early calls aboard the Persia at the quarantine anchorage this morning.

The office of freight clerk, purser, surgeon, steward, as well as several minor positions aboard ship are now filled with new men, who in some instances are not by any manner of means strangers to the Trans-Pacific service.

Purser G. J. Petrocelli, now installed in the Persia, is a mighty genial young man, who has been wasting his life away for the past two years on the Panama run. Petrocelli, used to pass through Honolulu some time past, as freight clerk in the Siberia. As purser in the Pacific Mailer, he is the right man for the place. He succeeds R. MacPherson, who "rumor has it," will take up his duties in the purser's office of the Siberia on the next trip out from San Francisco. The story was current along the coast that Harry Jerome, who has made several round trips in the Siberia, will remain ashore. Jerome, when last here was in very poor health and he may decide to quit the sea for good.

Dr. J. G. Evans, has taken up life as a landlubber, and the general health of Persia passengers is notably looked after by Dr. S. M. Deakin. The new medical officer is a young man, and has the faculty of making many friends.

R. H. Robinson is now playing a return engagement as freight clerk. "Robbie" has been burrowing his way through coast fog for some months past while on the Panama run. He admitted that he was glad to get back on the route that included Honolulu as a port of call. F. C. Charman, former freight clerk in the Persia, and often rated as the handsomest man on the ship when Captain Hill was ashore, decided to remain behind at San Francisco. It is predicted that Charman may go out on the road for a millinery house.

No time was lost in beginning the unloading of 650 tons of coal into the bunkers of the vessel. The Persia is berthed at Alakea wharf, and is expected to sail for Japan and China ports at 6 o'clock.

One lay-over passenger was received here. The through list of travelers includes 43 cabin, 6 second-class and 130 Asiatic steerage passengers.

The vessel is well laden with cargo, including heavy shipments of cotton and general merchandise. A million or more in silver and gold bullion is aboard the liner, destined for the financial institutions of Japan and China.

The through passengers number several returning missionaries and also Philippine Insular government employees, who have been on the mainland on vacation bent.

From the Persia there were removed 273 sacks of later mainland mail.

Captain Hill reports a fine trip down from the Coast. The weather was such that encouraged the passengers to indulge in outdoor deck sports.

A fine Christmas dinner was a feature of the trip.

Island Steamers Are Busy.

A number of inter-island steamers were busy at the several ports of call about Hawaii, according to reports brought to Honolulu by Purser Phillips in the steamer Mauna Kea. The Kaula, was passed at Papeete, the Maui at Hana, the Kahala at Honolulu, the Helena at Koloalele, the Matson Navigation freighter Hyades bound for Hilo, the steamer Waiwale at Kukuhaele and the Keonohou at Pahuau.

The American schooner, Gamble was being discharged of a shipment of lumber at Hilo railway wharf.

Purser Phillips states that fresh trade winds and moderate seas prevailed on the homeward trip. The Mauna Kea returned with a small list of cabin and deck passengers and cargo, including an auto truck, bales of hides, 18 crates cabbages, 37 sacks taro, 20 sacks corn, 2 autos, 190 packages sundries, 706 feet oilia lumber, 28 crates chickens and poultry.

Less than Five Days to San Francisco. The Toyo Kisen Kaisha liner Shinryo Maru clipped off some hours from the time heretofore consumed in steaming from the islands to the coast on the present trip. The Shinryo Maru is reported to have covered the distance between Honolulu and San Francisco in four days and twenty hours. The Shinryo arrived here some five days late, owing to an accident to her propeller. The prediction is made that despite this delay at Japan the liner will depart from San Francisco on regular schedule.

Small Cargo for Honolulu.

There are about 100 tons general cargo for discharge at Honolulu on board the Pacific Mail liner Korea, due to arrive here on Jan. 2nd. The vessel is reported to have sailed from San Francisco with a full list of through and lay-over passengers.

## SQUARE SAIL LOST IN GALE

Battling for days off the north Pacific coast, with square and mainsail gone, and a cap-jib carried away, the little schooner Okanogan, which but recently visited Hilo with a full shipment of lumber for the Hilo Railway company, finally made Port Gamble, according to correspondence received by a local vessel master this morning.

The voyage of the Okanogan from the time of leaving Hilo until within sight of the coast was one of continuous storm with heavy seas playing fast and loose with everything movable on deck.

On several occasions the vessel was hope to while a succession of gales swept the Pacific. A square sail was carried away on Dec. 4, while fierce winds continued unabated for three days. The Okanogan was off the cape on the 15th and, finding no tug, put to sea and was caught in the heavy storm on the night of the 17th, in which the mainsail and cap-jib were carried away.

Karnak Sails From Leith for Honolulu.

With what is believed to be a large shipment of fertilizer material as well as general merchandise from European ports is en route to Honolulu in the Kosmos liner freighter Karnak, which according to reports of cables here, sailed from Leith yesterday. The Karnak represents the initial vessel in the round-the-world Kosmos service to include Honolulu as a port of call. It is understood that the vessel will visit this port, the projected to the west coast of the United States, where freight will be discharged at San Diego, San Francisco and perhaps Puget Sound ports.

China Bringing Asiatic Passengers.

Two hundred Asiatic steerage passengers are believed to arrive at Honolulu in the Pacific Mail liner China, due to reach the port from China and Japan ports on or about three o'clock, Monday afternoon. A wireless received at the agency of H. Hackfeld and Company today is to the effect that the China is carrying a total of 81 cabin, 15 second and 260 Asiatic steerage passengers. The vessel will bring 230 tons oriental cargo for this port. It is expected that the liner will be dispatched for San Francisco at ten o'clock, Tuesday morning.

Sark Nuanuu Returning to the Islands. It is reported that the bark Nuanuu is returning to Honolulu. This vessel sailed some months ago for San Diego and other Southern California ports, taking a large amount of native hardwood in the form of railway ties and building blocks. According to a cable received by the local branch of the Merchants' Exchange, the Nuanuu left San Diego for the islands on December 24th.

Windjammers Ready for Sea.

Two windjammers now at the port are prepared for sea and may get away for the coast today. The schooner W. J. Patterson and the Mithel Zane have been discharged of shipments of lumber and await the completion of crews. The Patterson has been undergoing considerable repairs.

Noona In with Rice.

Rice made up the bulk of the freight brought to the port this morning in the steamer Noona, an arrival from Kaula ports. This vessel is reported to have met with strong winds and heavy seas. Freight included 155 sacks rice, 285 sacks beans and 50 packages sundries.

Sugar From Kaula.

Sugar from Kaula to the amount of 4800 sacks arrived in the inter-island steamer Iwaland this morning.

ARRIVED

Saturday, December 28.  
San Francisco—Persia, P. M. S. S. A. M.  
Hilo via way ports—Mauna Kea, stmr., A. M.

PASSENGERS ARRIVED

Per P. M. S. S. Persia, from San Francisco—For Honolulu: D. W. Cade, Through: K. Feher, Goro Hirai, W. Oishi, N. Ota, Miss L. P. Prall, W. P. Crismon, M. H. Hartigan, Mrs. A. Less, Samuel Less, Fred Less, Miss Solly Less, Miss Sadie Less, Miss H. Mills, Miss M. Mills, B. Meeker, Mrs. B. Meeker, H. P. Roberts, Mrs. R. P. Roberts, G. T. Sargent, M. N. Abramson, J. F. Buckley, H. E. Carl, J. T. Champion, Dr. L. C. Coleman, Mrs. L. C. Coleman, Master John Coleman, Miss B. Coleman, H. Davis, Mrs. Mary C. Foster, L. J. Fattley, I. H. Geare, Mrs. I. H. Geare, F. Gillespie, Robert Jones, Mrs. J. McFarland, Wm. Price, G. W. Robinson, Mrs. G. W. Robinson, L. M. Southworth, Charlie Sperry, W. H. Webber, Frank Wilson.

Per stmr. Mauna Kea from Hilo and way ports—H. G. Winham and wife, Masters Winnam (2), Lieut. W. G. Bal, S. T. Hill, Miss R. E. Hilen, Dr. Kushima and wife, M. J. De Gouveia, Mrs. A. K. Lewis, A. W. Brein, Geo. Munday, W. Wyllie, J. Weinberg, J. Ako, T. Yamagata and wife, H. Mendonca, wife and 2 children, Mrs. Yamashita, H. Lindsay, Miss A. Kunahe, Miss M. Quitta, A. Mason, Miss M. Taylor, H. Ignacio, A. Lindsay Young, Hing and wife, Wm. Hookanui, J. M. Ferteria and wife, C. Crowell, Miss I. L. Tucker, Dr. Quiff, G. Gibb, Dr. J. H. Raymond, R. C. Bowman, H.

Small Cargo for Honolulu.

There are about 100 tons general cargo for discharge at Honolulu on board the Pacific Mail liner Korea, due to arrive here on Jan. 2nd. The vessel is reported to have sailed from San Francisco with a full list of through and lay-over passengers.

HAVE YOUR BAGGAGE HANDLED BY RELIABLE BAGGAGE-MEN

City Transfer

(JAS. H. LOVE)

## TIDES—SUN AND MOON

Date	Time	Height	Time	Height	Time	Height
Dec. 27	2:24	2.3	2:05	8.21	11:15	6.36
28	4:16	2.4	3:55	9.12	12:00	6.37
29	5:00	2.3	4:52	9.57	12:45	6.37
30	5:45	2.3	5:55	10.45	1:37	6.37
31	6:25	2.1	7:06	10.91	2:27	6.37
1	7:06	1.9	8:31	11.47	3:28	6.37
2	7:54	1.8	9:53	12.26	4:36	6.37

Full moon Dec. 22 at 5:29 a. m.

## VESSELS TO AND FROM THE ISLANDS

(Special Cable to Merchants' Exchange)

Saturday, Dec. 28.

SAN FRANCISCO—Sailed, Dec. 27, 4 p. m., S. S. Korea, for Honolulu. MIDWAY ISLAND—Sailed, Dec. 27, schr. Florence Ward, for Honolulu.

Aerograms.

S. S. CHINA—Arrives from Yokohama Monday at 3 p. m. and will probably proceed to San Francisco Tuesday morning.

S. S. PERSIA sails for Yokohama at 5 p. m. today.

Suzuki, Mrs. E. Hardy, O. Bright, E. Brecht.

PASSENGERS DEPARTED

Per stmr. Claudine, for Lahaina and Kahului ports, Dec. 27—Mrs. F. H. Cousin, Miss Isabelle Sherman, Miss Judd, Mrs. A. F. Judd, D. H. Case, Mr. Krause, C. O. Livingston, J. D. McVeigh, Miss E. Smythe, Mrs. J. P. Cockett, Mr. and Mrs. Philip Kekaula and infant, E. Kekaula, D. Kekaula, F. Hanaberg, C. K. Yamato, Mrs. Iwashii, Alex. Rodrigues.

PASSENGERS BOOKED.

Per stmr. Mauna Kea, for Hilo, via way ports, Dec. 27—Rev. A. V. Soares, Miss Alice Soares, Miss Kate McIntyre, Miss H. Burton, Miss L. Gill, Miss S. Enbank, Miss B. Chapel, Miss S. Stockwater, Julian Monsarrat, Mrs. H. Letter, Mrs. A. Gantenberg, L. Severance, T. N. Neal.

Per stmr. Claudine, for Maui ports, Dec. 30—Dr. and Mrs. S. P. Russell. Per stmr. Kilauea, for Kaula ports, Dec. 31—C. S. Dole, Charlotte Stewart, Judge Lyle A. Dickey, Mrs. C. Wolters and child, Miss M. von Holt, Miss H. von Holt.

Per stmr. Likiepke, for Maui and Molokai ports, Dec. 31—D. Kalaan, James Kuba, Wahilani Kaalouah.

Per stmr. Mauna Kea for Hilo, via way ports, Jan. 1—W. Alston, C. W. Ahrens, Miss W. Ahrens, Miss Merrill, Miss M. Damon, Mrs. Emma Lillia.

Per stmr. W. G. Hall, for Kaula ports, Jan. 2—Miss J. Stempier, Miss M. Akeo, Miss A. Mihale, Miss H. Sato, Miss A. Wong, Miss A. Ching, Miss M. Y. Leo, Miss E. Ing, K. C. Akana, Miss E. Kalawe, Mrs. S. K. Kauffli.

Per stmr. Likiepke, for Maui and Molokai ports, Jan. 3—Charlotte Palmer, Mr. and Mrs. Wm. J. K. Nahale and infant, M. Osaki.

Per stmr. Kolaua, for Kona and Kaula ports, Jan. 3—Miss R. McWayne, R. McWayne.

MAILS

Mails are due from the following points as follows: San Francisco—Persia, Dec. 28. Victoria—Zealandia, Jan. 1. Colonies—Marama, Dec. 31. Yokohama—China, Dec. 30.

Mails will depart for the following points as follows: Yokohama—Persia, Dec. 28. Vancouver—Marama, Dec. 31. Colonies—Zealandia, Jan. 1. San Francisco—China, Dec. 31.

TRANSPORT SERVICE

Logan arrived in San Francisco, Dec. 12. Sherman arrived Mahila, Dec. 3. Warren, stationed at the Philippines. Thomas, from Honolulu for Guam and Manila, Dec. 14. Dix, from Honolulu for Manila, sailed Dec. 8.

## HARBOR NOTES

The inter-island steamer Claudine is to sail for Lahaina and Kahului on Monday evening.

A fair list of passengers will depart for Hilo in the inter-island liner Mauna Kea, leaving at four o'clock this afternoon.

A fair booking of passengers has been secured for the Matson Navigation steamer Wilhelmnia, to sail for the Coast at ten o'clock Wednesday morning.

The Canadian-Australian liner Marama is expected to arrive from the Antipodes, early Tuesday morning. The vessel is to remain here but a few hours.

PERSONALITIES

JOHN T. McCROSSON and F. E. Thompson are to leave for the mainland on or about Jan. 28.

W. F. MARTIN, formerly in charge of the U. S. hydrographic survey work here, recently delivered a lecture on "Some Interesting Glances of Unique Hawaii" before the San Francisco members of the American Society of Civil Engineers.

No freight for the steamer Mauna Kea will be received at the wharf on New Year's Day.

A loyal wife is one who has implicit confidence in her husband, even when he's running for office.

## SAN FRANCISCO SNAPSHOTS AT CHRISTMAS AND 'THE SPIRIT'

By ERNEST N. SMITH

(Special Star-Bulletin Correspondence)

SAN FRANCISCO, Cal., Dec. 25.—Christmas presents are such peculiar things in many ways—particularly if you are not sure until the very last moment just where they are coming from. They are certain to be welcome in the latter case.

It is all very well for the tousled children to fall into warm beds "the night before," secure in the thought that Santa Claus will come to their home because he came in years gone by.

It is all very well for father to smile indulgently at the thought that mother has used the money he earned to buy something he doesn't need or care about.

And it's likewise comforting for mother to know that father has something or other got the "surprise" that she's laid all wires for during the passing months.

I say there's a certain delight in being sure—but consider for a moment those outcasts who can't pick anything off their family tree, because there isn't any family and there isn't any tree. Consider how unexpected must be the pleasure of the one who lives by his wits, and who is an adept at making the word "come three" at sundry and opportune times.

These are the people who doubtly enjoy Christmas because until the last they have no means of knowing whether they'll enjoy any day, let alone Christmas.

About Al Brown. Al Brown came walking up Third street the other night, cold, cheerful and hungry. The twinkling, blinking, whirling electric store signs had no beckoning gleam for him—they mocked.

Along came a man driving a small wagon overloaded with Christmas trees. They looked warm and comfortable, and for lack of anything purposeful to do Al swung aboard without so much as "by your leave, sir."

Needled among the furry branches he surveyed the passing world until the wagon drew against the curb with a bump, and the driver unconscious of the extra load dropped off and walked briskly through soiled swinging doors. As Al slowly contemplated the situation, genuine luck, in the shape of a round country merchant approached and after a passing inspection remarked to Al: "Want to sell 'em?" The speed with which Al slid off the load nearly set the branches afire.

It developed in an ensuing rapid conversation that the merchant wanted to ship some trees to his nearby town, and would like to make arrangements to have them delivered at the railroad station. The driver, "I'll tell you, pardner," said Al, glancing nervously toward the swinging doors, "I'd rather sell out now cheap than sit around here every night until Christmas. These here trees e'll sell for \$40, but I'll close 'em out now for \$15."

And the deal was struck, only the man had a \$20 bill. "You hold the team while I change the money in this here saloon," said Al, and he also went through the swinging doors. He ranged up alongside the driver of the wagon and invited him to have a drink. It was like asking a duck to swim.

A couple were quaffed, then as the driver turned toward his load of greens Al slipped out a side door. He had scarcely gone ten feet when there was a loud commotion around the corner, and a "Bull" went charging by.

Al waited only until a man came around the corner and vouchsafed the information that "a fat duffer's beat, being the 'U' outen a Christmas tree peddler," when he slipped away into the darkness.

Late that night he was arrested for drunkenness and then the story came out.

"Got the makin's pal?" inquired a laborer of a man idly smoking a cigarette on a corner. "Sure" was the reply and the tobacco sack was passed over. An instant later the owner of the sack hearing a whizzing noise behind him turned and beheld the man and the sack disappearing from view.

He had a short sharp inspection of his person, and then with a mournful cry of "Stop Thief" went charging after. When the man, and ten more, and some small boys, and two "cops" stopped breathless, and quarryless, some blinks further on, the originator of the sprint vouchsafed the information that he had two tobacco sacks—one for his tobacco, and one for his money.

And he still had the sack of tobacco.

"I've formed a holiday shopping club," said a pompous gentleman in my office not long ago "It's the greatest shopping opportunity of a life time. I have 15,000 women who have already signed up with my club. Each woman has contributed \$10 as an initiation fee. Now when she wants to buy anything she comes to me and I write her a check for what she wants, good only on your store. You get the cash at once, and the woman being a member of my club pays me back by the month, without any interest."

"And where do you come in?" I inquired.

"Why you can easily afford to pay me 10 per cent on all the purchases my 'club-women' make?"

And then I began to figure. Fifteen thousand women contribute his capital of \$150,000. He loans that back to

Room and board for gentleman, 904 Lunallilo, cor. Kapiolani Street; tel. 3267. 5429-21.

WANTS

FOR RENT.

them, and would make us pay the interest. Ten per cent of \$150,000 is \$15,000 a year.

I wonder why I work at all sometimes. It seems foolish. One could enjoy life without much work if one only "knew" how. Merry Christmas.

## FIRE TRUCK TOO MUCH FOR MATT

The 12,000 pound automobile fire engine which arrived here on the Matson liner Wilhelmnia consigned to the local fire department was the cause of much mental distress to "Matt" Lindsay, manager of the Matson Navigation Company in San Francisco.

A few hours before the freighter sailed, a representative of the Gorman Engineering Company of Oakland entered Lindsay's office and explained that they had a fire extinguisher at Oakland consigned to Honolulu. Lindsay told the representative to send it along. Shortly before noon, Lindsay was called to the telephone by Port Captain Saunders and told that a 12,000-pound automobile fire engine had been delivered at the dock, and that the driver had said that Matt Lindsay had said it was to be delivered aboard the ship.

"Why, the Gorman people said it was a 'fire extinguisher,'" gasped Lindsay.

"It is," responded the Port Captain.

"How much measurement space will it take?"

"Twenty tons."

"Load her."

The stevedores then put the truck aboard, but despite their efforts at speed, the Wilhelmnia was delayed fifteen minutes.

WAIT FOR WORD ON COMING TROOPS

No official word as to the disposition of the infantry regiment and three coast artillery companies expected to arrive here on the next transport from the coast was received at department headquarters in today's mail. That the 25th Infantry and the 10th, 68th and 75th companies are due here is shown by references to their departure from the coast in division orders, but officially, the department of Hawaii is in the dark as to what will become of the troops after they get here.

That the 25th will go to Schofield is practically certain, however. According to reliable private advices from Washington the 10th and 68th companies will go to Fort Ruger—where there are no extra accommodations for either officers or men—and the 75th will go into camp at Kamehameha, having the doubtful pleasure of participating in the "housewarming" of that post.

On account of the water supply complications at Schofield it has been decided to camp the coming colored regiment in the neighborhood of the new post, where it can draw on the permanent water supply.

No Musketry School.

A letter was received from division headquarters this morning, stating that no course at the School of Musketry, Monterey, Cal., would be started Jan. 15, as previously advertised. One officer from each regiment and one man from each company and troop in this department had been detailed to the school, and the sudden change of orders, without explanation, comes as a complete surprise.

FOX-FARMING A GOLD MINE

Some years ago one Lamb (a Canadian farmer of that name, and not a quadruped cherishing an hereditary resentment), while hunting some strayed cattle in the woods, found two silver-fox pups, a male and a female, in a hollow log. He contrived to carry them home, and swapped them with a neighbor for a cow and a few dollars to boot. The neighbor experimented for several years with various kinds of pens and treatment, but finally became discouraged and sold the foxes for eighty dollars to another neighbor, who also was no more successful than the late owner. This second man gave over his experiment to a third man, who lived on an island in Cascumpey bay. The quiet of the new place, the increasing tameness of the foxes, and the intelligence of the new keeper produced conditions that relieved Mrs. Reynard's nervous apprehension for her young's safety, and three pups were reared to maturity in two seasons. This success, the result of eight years' experimentation, gave a strong impulse to a brand new industry. Farmers have not many new industries to turn to nowadays, and this one began in earnest. About six men possessed a knowledge of the fine art of rearing foxes in captivity, and jealously guarded their secret until 1910. Up to that time no live foxes were sold except some light "silvers" to distant places.

The surplus animals were killed and the pelts marketed in London. One dark silver pelt was sold for \$3000 at a London auction, and in 1910-11 prices of \$2700 and \$2500 were obtained. Since then as much as \$3500 has been realized, the highest price ever paid for the pelt of any kind of animal.

## Honolulu Star-Bulletin

In which is combined the HAWAIIAN STAR, established 1892, and the EVENING BULLETIN, established 1882. Issued Daily and Semi-Weekly by HONOLULU STAR-BULLETIN, LTD.,

Publishers, Commercial Printers, Bookbinders, Photo-Engravers.

WALLACE R. FARRINGTON, General Business Manager

MEMBER ASSOCIATED PRESS.

FLAT RATE FOR DISPLAY ADVERTISING OVER 2000 INCHES. UNTIL JAN. 1, 1913 (Preferred Position 20%) . . . . . 15c PER INCH TRANSIENT RATE, \$1.50 first insertion and subsequent issues pro rata. CLASSIFIED, One Cent per word—30 cents per line per week.

AVERAGE DAILY CIRCULATION JULY-OCTOBER 1912

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Telephone—Editorial Rooms 2185; Business Office 2246

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Now that the secret is out, fox farms are springing up in Canada in all directions, and henceforth it would seem that the production of costly fur is only a problem for the animal husbandman. Perhaps the day will soon come